

street and extending west, and for paving

avenue, from Thirteenth to Fourteenth street. The city engineer was instructed

part of the necessary papers. The city engineers are expected to prepare plans for cementing the southeast sidewalk of Kentucky avenue, from Senate avenue to Missouri street.

MAY GO TO THE COURTS.

Railroad Companies Don't Want to Lower Their Tracks.

The Board of Works yesterday notified the managers of the Vandalla, Big Four and C. & W. railroad companies to at once alter the grades of their roads to conform to the established street grades. The Council has passed an ordinance providing for such action. A good many railroads object to this ordinance, as com-

penditure of large sums of money. It is more than likely that the companies will contest the order, and that the question

Cistern Covers to Be Lowered.
City Engineer Jeup yesterday submitted a statement to the Board of Public Works showing all of the fire cisterns owned by the city. About seventy-five of them are located in permanently improved streets. The cisterns are covered with heavy iron caps, some of them projecting two or three feet above the surface of the roadway, contrary to the ordinance. He recommended that the city purchase 100 new caps, weighing 300 pounds each. Attached to this list of cisterns is a list of the firms, Messrs. Berner & Berner to furnish the caps at \$4.50 each. Street Commissioner Herpock was instructed to purchase the caps and remove them from the streets. The cost of labor with the street sweeper exclusive of labor

Hard Brick Next to the Rail.

The edges of the asphalt pavement between the street-car tracks all over the city are being badly worn and damaged by the wheels of vehicles running on the rails. To remedy the evil and protect the pavement, the Board of Works yesterday directed the city engineer to lay a row of hard bricks inside the tracks, next to the edge of the asphalt on North Alabama street, where a new pavement is being laid. The order will be complied with at once.

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